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FEDERAL COMMUNICATIONS COMMISSION
WASHINGTON, D.C. 20554

28 FEB 1993

THE SECRETARY ~ ROOM 222

IN REPLY REFER TO:
7330-7/1700A3

Honorable Jolene Unsoeld
Member, House of Representatives
601 Main Street, Suite 505
Vancouver, Washington 98660

Dear Congresswoman Unsoeld:

This is in reply to your letter of February 5, 1993, in which you inquired on behalf of your constituent, Danny Brewer, regarding the Notice of Proposed Rule Making (Notice) in PR Docket No. 92-235, 57 FR 54034 (1992). This Notice proposes comprehensive changes to the Commission's Rules governing the private land mobile radio services operating in the frequency bands below 512 MHz.

Those rules have been in place for over 20 years. While they have been amended on numerous occasions since that time, they nonetheless embody regulatory concepts based on yesteryear's technology and, unless changed, will stifle the growth and development of private land mobile radio technology and services, which are used primarily by local governments, public safety entities, and businesses to enhance their productivity. The Commission issued the Notice, therefore, to solicit comment from all interested persons on a wide variety of proposals designed to increase channel capacity, to promote more efficient use of these channels, and to simplify the rules governing use of these channels.

The proposals in the Notice reflect to a large extent concepts and proposals submitted in the initial inquiry stages of this proceeding. None of the proposals set forth in the Notice, however, are engraved in stone. Indeed, the proposals represent our best judgment at this stage of the proceeding on steps that must be taken to improve the regulatory climate for users of the private land mobile radio spectrum below 512 MHz. To this end, some of the critical issues that must be resolved relate to channel spacing, the amount of time provided to users to convert to new technical standards, how the 300 to 500 percent increase in channel capacity should be licensed, how the rules should be written to provide users technical flexibility, and whether the current nineteen radio services should be consolidated and, if so, how. I have enclosed for your information a copy of that part of the Notice that describes the numerous proposals.

Mr. Brewer is specifically concerned about the impact of these changes on radio control (R/C) hobby users. Enclosed is a discussion paper concerning our proposals for the 72-76 MHz band. In short, we expect there would be no adverse impact on R/C operations because of any proposal contained in the Notice.

We are, of course, sensitive to the concerns of both users of private land mobile radio spectrum and R/C hobbyists. We will, therefore, take into careful consideration all their comments. Your constituent's concerns will be fully evaluated when we develop final rules in this proceeding. As indicated in the Notice, we remain convinced that without significant regulatory change in radio operations in the bands below 512 MHz, the quality of communications

Congressional

DUE OBC: 2-18-93

PLEASE MAKE 2 EXTRA COPIES OF INCOMING, ATTACHMENTS, AND REPLY FOR DOCKET FILE, ROOM 222.

CONGRESSIONAL CORRESPONDENCE TRACKING SYSTEM
02/10/93

JOLENE UNSOELD
3RD DISTRICT, WASHINGTON

1508 LONGWORTH BUILDING
(202) 225-3536

1110 CAPITOL WAY SOUTH
SUITE 404
OLYMPIA, WA 98501
(206) 753-9528

601 MAIN STREET, SUITE 505
VANCOUVER, WA 98660
(206) 696-7942

PRB
92-235
504

Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEES:
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POSTSECONDARY EDUCATION
SELECT COMMITTEE ON AGING
HOUSING AND CONSUMER INTERESTS

February 5, 1993

Ellen Rafferty, Congressional Liaison
Federal Communications Commission
1919 M Street NW
Washington, D.C. 20554

Dear Ms. Rafferty:

I am writing on behalf of Congresswoman Jolene Unsoeld's constituent, Danny Brewer of Vancouver, Washington, who has expressed concern about some pending FCC

FEB. 5 1993

Feb.03,1993

Dear, Mrs. Jolene Unsoeld

My name is Danny l. Brewer of Vancouver, Washington I have a slight problem. It started back in 1987 I invested in a hobby of Model Aeronautics. Thats when I started the hobby, I bought a radio for the hobby to meet the new standards the FCC wanted our hobby to meet.

And to meet this standard was to be meet by the year 1991 and alot of others like me have invested $1000.00 of dollars into this hobby. And we are about to lose everything they

PULSE PERFECT.

PCM 1024. THE CLEAR ADVANTAGE.

Futaba introduced R/C pilots to Pulse Code flying, with our revolutionary 8SGA PCM/512 system.

A system so advanced and acclaimed that it has since been cop-

A TRUE 1991 SYSTEM

The receiver for the 9VAP system is the new R129DP, dual conversion 1991 unit featuring Surface Mount Technology (SMT), ceramic AND crystal filtering, dual AGC circuitry and voltage

and intermodulation problems. Vanguard gives you all the technological advantages of super narrow band FM operation at a price comparable to most AM systems.

Vanguard FM systems also incorporate a convenient Trainer system which allows any two Airtronics Trainer-equipped transmitters, coupled by a cable, to control the same airplane, for easier flight instruction.

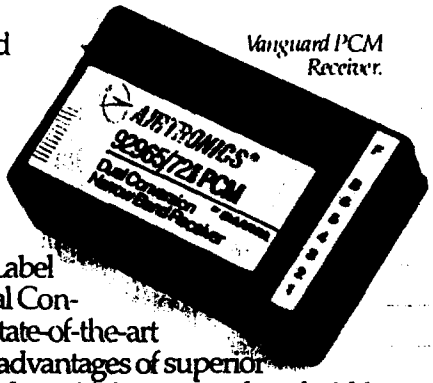
A Competitively-Priced PCM

Vanguard PCM systems feature advanced component design, a Gold Label Super Narrow Band Dual Conversion Receiver, and the same sophisticated Pulse Code Modulation technology available in our higher priced R/C systems.

Airtronics' sophisticated microprocessor-based Pulse Code Modulation technology offers modelers all the advantages of virtual trouble-free operation.

The VG6P PCM system also incorporates Adjustable Low Throttle and Elevator Flap Mixing functions for enhanced flight control.

These high quality Vanguard PCM transmitters offer you unmatched system features and unsurpassed performance at an affordable price.



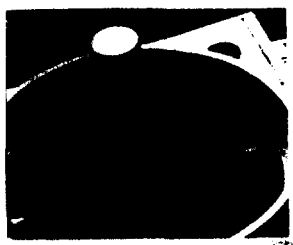
Vanguard PCM Receiver.

A True 1991 Receiver

All Vanguard FM and PCM systems feature Airtronics' Gold Label Super Narrow Band Dual Conversion Receiver. These state-of-the-art receivers give you all the advantages of superior image rejection, improved sensitivity, narrow bandwidth and maximum interference rejection.

Vanguard sets the pace.

Vanguard sets the pace all other FM and PCM systems must follow. Designed with advanced features and a stylish high tech appearance, Vanguard is the first R/C system to offer *true* 1991 performance and capabilities, at a down to earth price.



Top quality Airtronics precision gimbals.

The economical Vanguard FM and PCM systems incorporate the same quality craftsmanship and state-of-the-art component technology of Airtronics' most sophisticated R/C systems.

Vanguard comes complete with High Quality Rechargeable NiCd Batteries and Servo Reversing on All Channels. Precision

SUPER NARROW BAND 1991 CERTIFIED

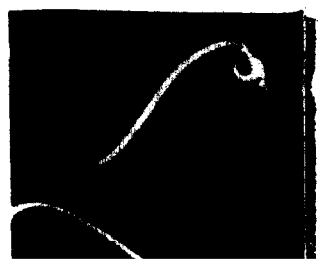
extremely accurate control response.

Dual Rate elevator and aileron controls, and electronic trims for maximum aircraft performance are additional standard features offered on the VG6DR FM and VG6P PCM systems.

A Breakthrough in FM Technology

Suitable for beginning and sport flyers, Vanguard is the first low-priced FM system to offer you total 1991 flight capability. Vanguard utilizes Airtronics' reliable Gold Label Super Narrow Band Dual Conversion Receiver for superior aircraft per-

Trainer system. Available on Vanguard FM only.



never really change, "How to Organize a Club" by the "Instructor" asked "Do we want *girls* in our group?" The answer? Of course!—although the writer was a little vague about whether these "girls" would actually be allowed near the planes! "Snare somebody's good-natured sister to serve as Recorder. She'll keep track of activities, the progress of members and the contest results...Surely you know another young lady who would be a dandy librarian"! I don't know about you, but from where I'm sitting I notice a shortage of these "dandy, good-natured" females, but increasing numbers of women aero-modellers. Right, Mary Lupperger? (See the "Field & Bench" review of the Sig Riser in this issue.)

One thing was sure: *Model Airplane News* was right there with full coverage of all developments in aviation, and you can bet in fifty years *from now!* ■

saw the notches for the hardwood mounts with a coping saw or a jigsaw. This type of mount works very well with a rubber-band motor attachment.

Build the cowl along with the fuselage by adding F1 in front of the fire wall (F2), then, when the fuselage is complete and sanded, slice it from the fuselage to make it even with the front of F2. Glue the 1/8-inch-square balsa guides and the plywood screw anchors to the front of F2, slip the cowl into place, and then drill holes in it and in the screw anchors for No. 2 mounting screws. It might be a good idea to reinforce the cowl in the screw area with a half-circle of 1/64-inch plywood, or you could harden the area with thin CA.

The whole airplane is covered with Black Baron* film, and the same material is used for the hinges. The new transparent Black Baron would be great on the wings and stab, too—Follow the instructions.

The "throttle" servo is mounted forward to shorten the motor wiring, and the microswitch is attached to it with servo tape. (This "throttle" switch is in addition to the motor switch.)

The original weighed in at 40 ounces, and the installation of a modern radio should reduce this by at least 4 ounces. But, even at 40 ounces, the Electriliter performs well.

PERFORMANCE: No surprises here! Just charge it up, turn it on and throw. It will climb at a 30- to 40-degree angle up to 400 or 500 feet in a minute or so and, if you kill the power, the same charge will allow you to do that a couple more times. Under power, it will loop, roll and snap—even fly inverted. In the glide, which is not quite as good as that of a true sailplane, it will hang into relatively light lift. Even at very slow speeds, the tip dihedral and large rudder give crisp response, which is

HELI VIBRATION

(Continued from page 62)

If the vibration is worse, take the tape off and put tape on the other blade at its CG. If the vibration is reduced, you're on the right trail! When you've stopped your rotor blades, clean them thoroughly so that the tape will stick well. Obviously, you can now do one of three things: Move the tape in; move the tape out; or add more tape.

When you've discovered the point where tape produces the most reduction in vibration, add more tape until the vibration is eliminated. When the proper position and/or weight is finalized, make sure that the tape is sealed at the edges with some instant glue to prevent it from lifting.

Conclusion

Since I've discussed all the possible

ENGINE NOISE

(Continued from page 66)

PORKS lost their fields was the irresponsible behavior of a few inconsiderate club members. This led to personality conflicts with property owners, who retaliated by complaining about "excessive noise" to local officials. As a result, three very good sites were closed to all model flying—even gliders! It was much easier to use noise as evidence against the model club than to put on display the personal feelings that were the real issue.

In contrast, the Flying Dutchmen Club has been using a hilltop site only 3 miles outside the city of Reading, PA, for more than 20 years with no noise complaints whatever. The club has about 40 active members who fly U-control there—the most irritatingly noisy type of model activity because of the monotonous "wow-wow-wow-wow" sound the air-

Diefenderfer, the club's publicity director, it's mostly good public relations. The club puts on many public flying demonstrations and model displays; they welcome youngsters and newcomers to model flying; and, in general, they're good neighbors and nice people to have around. Nobody wants to evict folks like that just because they happen to make a bit of a racket with their hobby.

Our personal attitudes and behavior are more likely to determine whether a flying site stays open than the number of decibels our motors produce. I've seen arrogant, insensitive, and dangerous behavior by some modelers, and if they were flying from a field in *my* neighborhood, I'd do *anything* I could to have them stopped. Even though I'm totally deaf, I'd complain about the excessive noise! ■

FIFTY YEARS AGO

(Continued from page 14)

Safe Flying Is No Accident!

RC Equipment Certified

The following radio systems (transmitters and receivers) have been independently certified by a registered professional test laboratory retained by the manufacturer, or by a U.S. importer or distributor, as meeting or being better than the Radio Control equipment specifications detailed in the Academy Guidelines for operation at 20 kHz frequency spacing. The testing was done specifically for this listing or at the time of the product's FCC

Cirrus	Excell RC-7P (Receiver Part No. CR-227A, Tx CR-7P)
Futaba	Conquest FP-4NBF FM (Receiver Part No. FP-R127DF)
Futaba	Conquest FP-4NBP PCM (Receiver Part No. FP-R124DP)
JR RC	Max PCM-NET W125 VZ Receiver Part No. NER-627X)
JR RC	X-347 NET-C127UZ (Receiver Part No. NER-627XZ, Tx NET-J72P)
JR RC	Max FM-NET W125 V, H, & W124 FM (Receiver Part No. NER-327X)

HOW TO GET H

M-TC-FM Trainer Cord

You're ready for takeoff with Futaba's new Conquest Series. These are the systems that can take you from fledgling flyer to confident RC pilot, and make it easier than ever.

CABLE READY. FM. AND MORE.

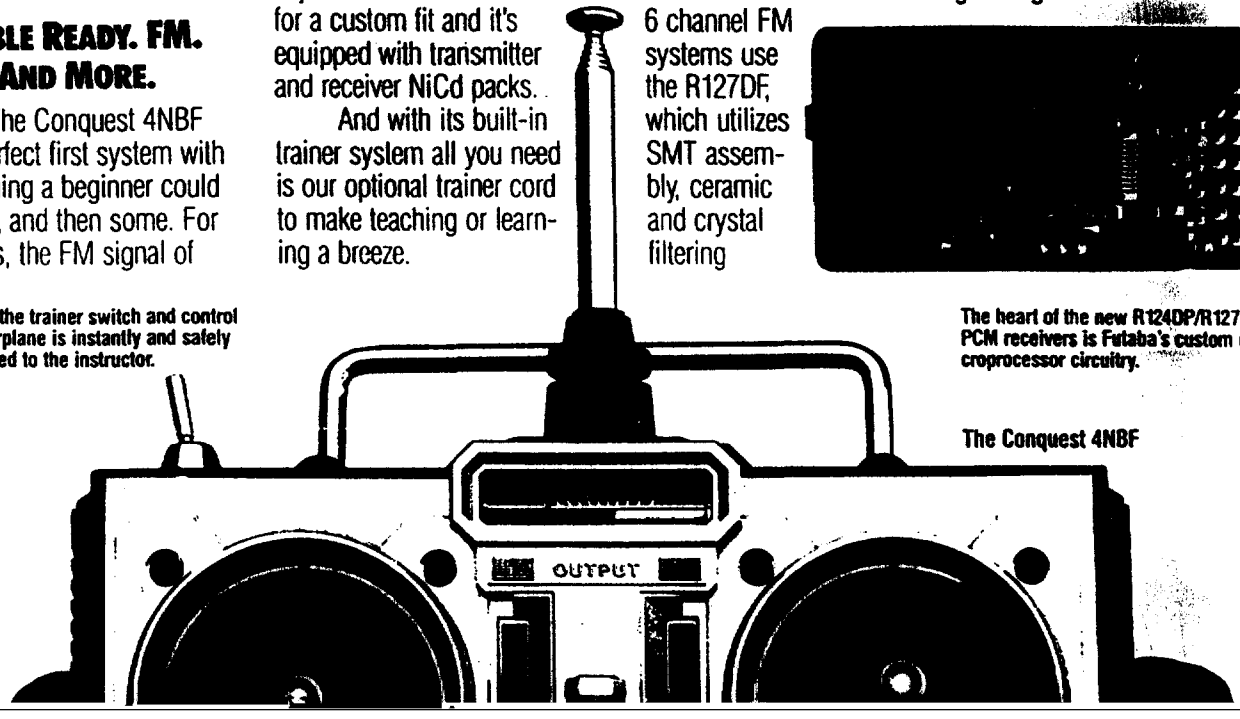
The Conquest 4NBF is a perfect first system with everything a beginner could ask for, and then some. For starters, the FM signal of the 4NBF has superior noise rejection to ward off increasing interference, and, of course, it's 1991 ready. The 4NBF also has servo reverse for easy installation, adjustable control sticks for a custom fit and it's equipped with transmitter and receiver NiCd packs.

And with its built-in trainer system all you need is our optional trainer cord to make teaching or learning a breeze.

THE SYSTEMS FOR 1991 AND BEYOND.

Conquest 4NBF, 4NBP, 6NFK and 6NPK systems all use state-of-the-art, dual conversion 1991 receivers. The 4 and 6 channel FM systems use the R127DF, which utilizes SMT assembly, ceramic and crystal filtering and voltage regulation. Conquest PCM system receivers are equipped with Futaba's exclusive PCM microprocessor to further reduce the possibility of glitching and interference.

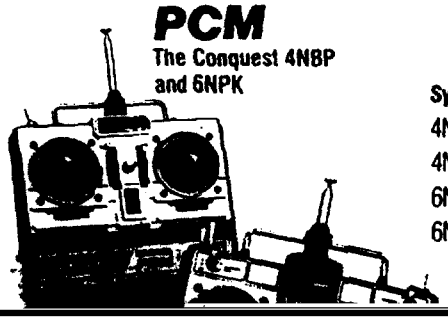
The heart of the new R124DP/R127DP PCM receivers is Futaba's custom microprocessor circuitry.



Release the trainer switch and control of the airplane is instantly and safely transferred to the instructor.

The Conquest 4NBF

OOKED ON RC.



PCM

The Conquest 4NBP and 6NPK

CONQUEST SYSTEM SPECS

System	Signal	Receiver	Servos(#)
4NBF	FM	R127DF	S148(3)
4NBP	PCM	R124DP	S148(3)
6NFK	FM	R127DF	S148(4)
6NPK	PCM	R127DP	S148(4)

The Conquest 4NBP is identical to the 4NBF, except it's Futaba's first 4 channel PCM system and includes our R124DP receiver. If it's more channels and features you need, consider the Conquest 6NFK or 6NPK.

Take off with confidence. Futaba Conquest systems offer the number one combination of features, value and performance, whether you're a novice or just looking for a high quality second system. And like all Futaba radios, Conquest sys-